

T. R.'S PARTY CALL ISSUED FOR AUG. 5

Appeal Goes Out Signed by
Representatives of
40 States.

TO MEET IN CHICAGO

Official Name of Bull Moose
May Be "Progressive
National."

COL. NOT MENTIONED

Roosevelt Thought to Favor
Johnson or Lindsey for
Running Mate.

A "SCIENTIFIC" PLATFORM

Only One of "Seven Little Gov-
ernors" Signs Call—Wood-
ruff on List.

Col. Roosevelt's third party conven-
tion will be held in Chicago on August
5, either in the Coliseum or Orchestra Hall.
The call for it, signed by Roosevelt
leaders of forty States and addressed
"to the people of the United States," was
issued yesterday through Senator
Joseph M. Dixon, campaign manager,
in the new national headquarters of the
party at the Hotel Manhattan.

The party probably will be called the
Progressive National Party. The con-
vention will decide as to that. Eight
States—Maine, North Carolina, Delaware,
South Carolina, Arkansas, Mississippi,
Idaho and Nevada—are not represented
in the provisional committee which signed
the call for the convention.

Senator Dixon explained that in all
these States the Roosevelt faction con-
trolled or had a chance to control the
regular Republican organization. Hence
the omission.

The call follows:
"TO THE PEOPLE OF THE UNITED STATES:
To the people of the United States, with-
out regard to past political differences,
who through repeated betrayals realize
that today the power of the crooked po-
litical bosses and of the privileged classes
behind them is so strong in the two old
parties organization that no helpful move-
ment in the real interests of our country
can come out of either:

Who believe that the time has come for
a national progressive movement, a na-
tional movement, on non-sectional lines,
so that the people may be served in sin-
cerity and truth by an organization un-
fettered by obligation to conflicting in-
terests:

Who believe in the right and capacity
of the people to rule themselves and effec-
tively control all the agencies of their
government, and who hold that only
through social and industrial justice thus
secured can honest property find perma-
nent protection:

Who believe that government by the few
tends to become and has in fact be-
come the rule of the few, and that the
control of the few is the cause of the
control of the few:

Who believe that only through the
movement proposed can we obtain in the
nation and the several States the legisla-
tion demanded by the modern industrial
order, legislation which shall favor
honest business and yet control the great
agencies of modern business so as to in-
sure their being used in the interest of
the whole people; legislation which shall
insure prosperity and at the same time
secure the better and more equitable dis-
tribution of property; legislation which
shall promote the economic well being of
the honest farmer, wage worker, profes-
sional man and business man alike, but
which shall at the same time strike in
efficient fashion—and not merely pretend
to strike—at the roots of privilege in the
world of industry no less than in the
world of politics:

Who believe that only this type of wise
industrial evolution will avert industrial
revolution:

Who believe that wholesome party
government can come only if there is whole-
some party management in a spirit of
service to the whole country, and who
hold that the commandment delivered at
Shiloh—"Thou shalt not steal"—applies to
politics as well as to business:

To all in accord with these views a call
is hereby issued by the provisional com-
mittee under the resolution of the mass
meeting held in Chicago on June 22 last
to select from each State a number of dele-
gates whose votes in the convention shall
count for as many votes as the State
shall have Senators and Representatives in
Congress, to meet in convention
in Chicago on the fifth day of August,
1912, for the purpose of nominating can-
didates to be supported for the positions
of President and Vice-President of the
United States.

The call is signed by the following:
ALABAMA—OSCAR R. HUNDLEY,
ex-Governor.
ARIZONA—DAVID B. HEARD, who
was chairman of the Roosevelt delegation
at Chicago.

CALIFORNIA—GOV. HIRAM W.
JOHNSON, CHESTER H. ROWELL,
ex-Governor of the Fresno Republican;
CHARLES S. WHEELER, a lawyer and
former president of the University Club
of San Francisco.

COLORADO—JUDGE BEN B. LIND-
SEY, who used to be a Democrat.
CONNECTICUT—JOSEPH W. ALSOP,
ex-Senator and ex-chairman of the
Republican State committee; FLAVEL B.
LITCH, president of Trinity College.

FLORIDA—CAPT. J. H. GREGORY, Jr.,
ex-Minister to Nicaragua; H. L. ANDER-
SON, a lawyer of Jacksonville.

GEORGIA—JULIAN HARRIS, son of
Judge Chandler Harris (Uncle Remus).
IDAHO—EDWIN D. LEE, chairman of
the Republican State committee and
former States Marshal; HORACE C.
STRAWELL, a business man of Port
Wadsworth.

ILLINOIS—MIDDELL McCORMICK,
ex-Attorney General, who led the Roose-
velt campaign in 1908; L. A. VERNER, W.
R. S. A. business man of Chicago.

INDIANA—EX-JUDGE JOHN L. STEV-
ENS.

SHIPS TO WATCH FOR S O S.

International Conference Agrees on
Basis for Uniform Laws.

Special Cable Dispatch to THE SUN.
LONDON, July 7.—The international
conference on wireless telegraphy which
closed here on Friday unanimously
adopted a resolution proposed by the
British delegation, that the obligation to
carry a wireless outfit should be imposed
on certain classes of ships.

It was suggested that the Governments
agree to the adoption of a uniform base
for legislation. Some of the new regula-
tions suggested were that ships be pro-
vided with an auxiliary source of power
besides their engines which would be
able to work the wireless for at least
six hours. This auxiliary power must be
secured in a position entirely self-
contained.

In view of the risk of distress calls
going unheard in ships of the first class
a permanent watch is to be required and
at least two fully qualified operators
must be carried. In second class ships
the operators must listen for the first
minutes of every hour. In the smallest
ships, such as fishing boats, etc., no
regular periods of watch are prescribed.
Each Government giving a license to
carry wireless shall determine upon
which class of ship it shall be placed.

There are rules also for both ship and
shore stations to suspend work and listen
at the end of each quarter of an hour
in cases where it is likely that distress
calls would otherwise be unheard. A
ship in distress hereafter will control
the wireless working of all stations in
its vicinity and the operators of every
ship will be placed specifically under the
authority of the captain of such vessel.

WILL ENDOW AVIATION.

Boston Men Plan Club to Finance
Meetings of Fliers.

Boston, July 7.—Following the closing
of the aviation meet at Squantum
yesterday, a movement was started
among a number of prominent Bostonians
who are interested in the sport to
organize a club to carry on meets and
establish permanent headquarters for
the sport in New England.

The meet just closed and the two
that have preceded it have demon-
strated, in the opinion of many, that
aviation, like many other sports, will
have to be endowed and conducted
under club auspices.

As a money-making venture aviation
in Boston and elsewhere has been a
failure for showmen. The recent meet,
which was conducted on that basis
more especially than the two previous
meets, will entail a loss of between
\$25,000 and \$30,000, it is believed.

Many causes have been assigned for
the loss, notably the disaster in midair
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Quimby and William A. P. Willard,
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TOUCHED MATCH TO DRESS.

Badly Burned Girl Says Strange
Boy Set Her on Fire.

William Wolstetter and his wife, sit-
ting on the front steps of 244 East Sev-
enty-seventh street, where they live,
sent their seven-year-old daughter Elsie
upstairs on an errand last night. The
girl had been gone only a few minutes
when screams were heard through the
house. The parents and neighbors ran
in and found Elsie's dress ablaze. The
flames were put out, but not before four
of the neighbors had painfully burned
their hands.

Policeman Blackhall of the East Six-
ty-seventh street station summoned Dr.
Burdick from Reception Hospital. It
was said there that while the child was
severely burned she will probably re-
cover.

Before she became unconscious Elsie
said that as she was going up the
stairs a boy came in from the back way
with a lighted match. He put the match
to her clothing, the child said.

ONCE RICH, DYING IN WANT.

Frank Whitney, Race-track Man,
Squandered Fortune.

CINCINNATI, July 7.—Frank Whitney,
once wealthy and whose name was fam-
iliar on every racecourse in the country,
lies near death in the charity ward of the
City Hospital here. In the heyday of his
prosperity Whitney's father, known as
the "lumber king of Michigan," lavished
money on his three children with the re-
sult that they were pampered and spoiled.
When his father died Whitney was left
but \$100,000 and several flying trips to
Paris made this pile dwindle to nothing.
He returned to Cincinnati and tried to
regain his lost fortune, but his efforts
were in vain. The friends of other days
gave him the cold shoulder. Physicians
hold out but little hope for his recovery.

SHIP CHURCH TO THE ARCTIC.

New York Society's Gift Is Safely
on Its Way.

TACOMA, July 7.—The steamship St.
Helena is steaming to-night to Cape Prince
of Wales with a complete church, shipped
by the Congregational Missionary Society
of New York to replace a church lost
last week when the schooner Redfield was
laid up.

Besides school supplies and magazines
for the Federal teachers and Eskimos,
the Department of Education is shipping
half a dozen collie dogs to teach the
Arctic animals how to herd reindeer.

SAVED BY HIS HAT.

Bullet Cuts Path Through Brim and
Crown and Skips Head.

John Hargrave, a negro, of 215 West
Fortieth street, owes his life to a thick
brimmed straw hat when he was wearing
yesterday morning when some one shot
at him. The bullet was fired while
Hargrave was standing in a doorway
at 592 Lenox avenue. It struck
the brim of his hat and twisted its
way squarely through the brim and
upward a little when the crown of the
hat was reached.

Hargrave was taken by Dr. Sumner-
ville to Harlem Hospital, where it was
found that he was uninjured. The
police do not know who fired the shot.

3 DROWN WHEN 50 ON PIER FALL INTO SEA

Rotten Planks Break Under
Crowd Waiting for Launch
at Plum Island.

GIRL, 15, AMONG THE DEAD

Many of the Struggling Mass
Hauled to the Quay With
Rakes and Hooks.

The rotten boards of a pier at Point
Breeze on Plum Island between Man-
hattan Beach and Rockaway Beach,
gave way last night while fifty persons
were shouldering each other to go down
the pier and board a launch to take
them to Sheepshead Bay.

Three of the fifty foundering in fifteen
feet of water were drowned. The rest
were rescued by the labors of the
Point Breeze cottagers and small
launches that hurried to the place.

These are the dead:

Samuel Cohen, nine years old, no
address.

James Fox, 50 years old, of 472 War-
ren street, Brooklyn.

Susan Grossman, 15 years old, of 343
Bedford avenue, Brooklyn.

John Morson runs a roomy launch
between Point Breeze and Sheepshead
Bay. On Sundays the launch is
crowded with persons who go down to
the windswept beach to visit friends
in the tents that dot the sands and the
bungalows further up.

At the very tip end of the point he
has a pier that runs down to a float,
where he moored his launch. He called
the place Morson's Dock.

At 6 o'clock last night his old beams
were creaking under the weight of fifty
persons waiting for the launch to take
them back to Sheepshead Bay. Across
the end of the pier Samuel Levy, who
had things in charge, had stretched a
rope to prevent any one going down to
the float.

Morson's launch came coughing up
presently with only a few on board and
at the sight of it the waiting crowd
pressed against the rope.

There was a rending sound and then
the planks dropped out. Instantly
there was the wild confusion. The fifty
fought and shouted and clutched at one
another. The summer folk ran from
bungalows and tents, many of them to
aid friends.

Policeman James A. Sullivan of the
Gates avenue station in Brooklyn, who
is spending the summer at the point
with his family, headed the sprinters.
At his side ran Dr. Cyrus Fry of 524
Hancock street, Brooklyn. The two
jumped into the thrashing crowd in
the water.

They got many children and women
up to the splines beneath the wrecked
pier, which had not given way. Be-
tween them they took out Mr. Fox. Dr.
Fry and Dr. Graves, also of Brooklyn,
worked over the man for an hour, but
he died. His was the only body recov-
ered.

Police Sergeant Frederick W. Hill-
man, who is spending the summer with
Sullivan, heard the screams of those
who had fallen while he was at dinner
in his tent. He ran for the pier with a
garden rake.

With him was Thomas Niland of
Eighty eighth and Sixteenth street,
Brooklyn. The sergeant pushed the
rake into Niland's hands and leaving
Niland sprawled out along a pier head
dived in. One by one he took Samuel
Buckner of Voorhes avenue, Sheeps-
head, his wife, Dora, and his three
sons, Eugene, Adolph and Irving, up
to the foot of the splining and then Niland
hauled them to safety with the rake.

Soon a dozen men were reaching down
rakes and boat hooks and long poles
into the water fishing exhausted swim-
mers out.

Launches and pleasure craft off the
pier quickly turned and headed
for the dock and the owners and crews
saved many.

J. Russell Conover of 524 Hancock
street, Brooklyn, saved J. A. Scammel
of 663 McDonough street, Brooklyn, and
Albert J. Randall of 134 East Twenty-
eighth street, Manhattan. When he
first heard the screams he ran to the
station of the U. S. Volunteer Life Sav-
ing Corps half a mile up the beach, but
says he found the place locked up.

John Bond, who gave his address as
29 Broadway, was sinking when
Thomas Wheatcroft of 302 Broadway
jumped in and hauled him out.

Paul Hofeley of 371 Sumpter street,
Brooklyn, brought Mr. and Mrs.
Benjamin Grossman and their daugh-
ter Martha to the beach in safety, but
was unable to rescue Susan, who went
down before Hofeley could go back to
her.

A launch went post haste to Sheeps-
head Bay and brought back physicians
who worked over those exhausted from
their struggles in the water.

Late last night a police launch was
at work off the end of the dock drag-
ing for the bodies of the two that are
known to be lost.

Morson, the owner of the pier, who
had seen the boards collapse from his
seat at the steering wheel of his launch,
seemed dazed at first. Then he ran
along the pier with an axe which he
had picked up and started to chop
down what was left of the structure.
He did not quit until Policeman Sullivan
threatened him with arrest.

KAISER AND CZAR DINE.

Emperor William Leaves Battle
Port Following Conference.

Special Cable Dispatch to THE SUN.
BALTIMORE, July 7.—The Kaiser left
at 3 o'clock yesterday afternoon, follow-
ing his conferences with the Czar.

The Emperor and the Czar dined to-
gether on the German imperial yacht
Hohenzollern on Friday night. The
officers of the Russian Eighty-fifth Regi-
ment took luncheon with the Kaiser
prior to his departure.

SISTER SHIPS COLLIDE.

Bunker Hill and Massachusetts
Bump Off Point Judith.

The two crack Metropolitan steamship
liners, Bunker Hill and Massachusetts,
which ply between New York and Boston
daily, collided exactly in the half way
point of their daily voyages at 1:30 o'clock
yesterday morning off Point Judith,
almost at the eastern entrance of Long
Island Sound. Drooping their way by one
another, their engines at first at slowest
revolutions, then finally stopped alto-
gether, the two big oil burners drifted
head on into each other with a bump
that threw the passengers in their state-
rooms into a panic, but without inflicting
much damage to either one.

The Bunker Hill struck her sister ship
a little to starboard of the stem, and under
the impact and the power of swiftly re-
versed engines the two liners backed
away in the mist and stood by for hasty
examinations of their own hurts and to
aid the other should it be necessary.

In the meantime 200 or more passengers
rushed on deck in all degrees of deshabille
to learn what had happened. They were
quickly reassured by the officers and
crews that there was no danger.

Among the passengers on the Massa-
chusetts was Mrs. Bertha Vitoli of Newark,
N. J. The fright of the accident sent
her into such a hysterical state that word
was sent by wireless to have an ambulance
meet the steamer at her pier in this city.
Mrs. Vitoli was taken to the Hudson
street hospital.

The Bunker Hill went to Boston and
at 3 o'clock in the afternoon she sailed
for New York without passengers and
under her own steam. It was said that
no serious damage had resulted and
that \$2,000 would cover the necessary
repairs.

WARRANTS FOR BASEBALL STARS

Clark and O'Toole Among Accused
Under Gambling Law.

PITTSBURGH, July 7.—Information charg-
ing violation of the ancient anti-lottery
laws of Pennsylvania were made last
night against men prominent in political
and sporting life of Pittsburgh. The act
and sporting life of Pittsburgh. The action
is brought by the executive committee
of the National Tube Working strikers
before Alderman P. J. McInerney, who
is issuing warrants for the defendants
as well as devoting much time to study
of the antiquated statute under which
the complaints are brought.

The defendants include: Councilman
E. V. Babcock, P. J. McArdle, J. P. Kerr,
Manager Fred Clarke and Pitcher Mar-
tin O'Toole of the Pirates baseball team.
R. W. Egan, Chris Evans and J. N.
Mackrell, newspaper men, and Peter
Heyden and W. G. Ingham, heads of a
millionaire jewelry firm.

The strikers say they are doing this
in retaliation for the arrest of a number
of the strikers, who were taken up while
soliciting money for the strikers' relief
fund. Those named as defendants are
on the committee that arranged for the
lottery of a \$1,500 automobile. The
machine has been displayed outside
Pittsburgh field and tickets hawked among
the crowds coming to the ball grounds
ever since the return of the Pirates.

ROYALISTS INVADE PORTUGAL.

Small Force Captures Station, but
Finally Is Driven Back.

Special Cable Dispatches to THE SUN.
LISBON, July 7.—A telegram from the
Governor of Pontevedra says forty Por-
tuguese royalists, after a short, sharp
fight yesterday, occupied the Valencia
Railway station near the Spanish town
of Tuy, in the province of Pontevedra.

One republican sergeant and one civil-
ian were wounded. Detachments of
Spanish police and military forces have
been sent to Tuy and instructed to cap-
ture and disarm any royalists who at-
tempt to return to Spanish territory.

It was announced officially later on
that the royalists under Lieut. Sepulveda
were completely defeated by republican
reinforcements which had been hurried
to the scene. The royalists fled to
Spain, where they were captured by the
Spanish gendarmes. There were only
a few casualties. Everything is now
quiet.

LISBON, July 7.—The Portuguese cruiser
Vasco da Gama has sailed for Oporto
carrying reports of trouble at that
place. A battery of artillery, 200 marines
and two infantry regiments are reported
for that place to-night.

MRS. DECKER DEAD.

Colorado Suffragist Leader Recently
Went Under Operation.

SAN FRANCISCO, July 7.—Mrs. Sarah
Plan Decker, a Colorado suffragist
leader, died at the Adler Sanitarium.
An operation to remove gallstones
was performed Friday. The surgeons
said it was successful. They removed
one stone as large as an egg from the
intestinal canal, but the next day Mrs.
Decker began to sink and late to-night
passed away.

Her daughter, who was summoned
from Denver, arrived Friday and was at
her mother's bedside.

SMITH WON'T SEE WILSON.

Ex-Senator Says He Received No
Invitation to Luncheon.

ELFRON, N. J., July 7.—Ex-United
States Senator James Smith, Jr., will not
be with the New Jersey delegation to the
Baltimore convention at the luncheon
to be given them by Gov. Wilson at Sea
Girt to-morrow.

When asked as to his intentions Mr.
Smith said at his summer home to-night:
"I shall not be at the Sea Girt luncheon.
I have received no invitation."
"All that I know of the affair is what I
have read in the newspapers."

5,000 SAW HIM DROWN.

Swimmer Went Down Before Life
Guards Reached Him.

ATLANTIC CITY, N. J., July 7.—The first
drowning of the season here occurred at
noon today when Gustav Schulte, 18
years old, of 110 Grand avenue, Phila-
delphia, was swept by his death off New
Jersey avenue before the life guards
could get to his rescue.

The body has not been recovered.
More than 5,000 persons witnessed the
youth's death struggles.

BATTLESHIP RAMMED BY FALL RIVER BOAT

Steamer Commonwealth Failed
to See the New Hamp-
shire in Fog.

1,100 IN PERIL AT DAWN

Big Fighter Is Badly Damaged
From Prow of
Liner.

NEWPORT, July 7.—In the dusk and fog
of early dawn in Narragansett Bay to-
day the Fall River Line steamship Com-
monwealth ran head on into the United
States battleship New Hampshire with
a crash that threw the passengers from
their bunks and every jack tar from his
hammock.

The Commonwealth was just pulling
out for Fall River under Capt. W. F.
Appley, and the New Hampshire, in
charge of Capt. James E. Oliver, was
lying at anchor.

The New Hampshire was so seriously
damaged that no attempt will be made
to move her to a navy yard until a thor-
ough examination has been made of her
as she lies at anchor. If she is found se-
riously damaged she will be taken to the Boston
Navy Yard for repairs. Otherwise she
will be temporarily patched up until
she can be taken to dry dock.

A court of inquiry is now in progress
on board the New Hampshire under the
direction of Capt. James H. Oliver, her
commanding officer.

Luckily there were no casualties on
either boat. The accident occurred, as
it did, before 4:30, there were not many
moving around, and it so happened that
the boats struck at points where there
were no sleeping quarters.

The steel and wooden hull crumpled
up like paper, despite the fact that the
Commonwealth's captain reversed her
paddle wheels.

There was one of the thickest fogs
that have enveloped the bay in a long
while, and this was the cause of the ac-
cident. The New Hampshire, which
arrived here late Saturday afternoon, was
at anchor in her prescribed position
aboard of the naval training station,
500 yards from the battleship Kansas and
1,000 yards from the Louisiana.

The New Hampshire was the closest
inshore and therefore the nearest to the
path followed by the Commonwealth on
her way from this city to Fall River.

Then the Commonwealth backed away
after the impact she carried an imprint
of the words "New Hampshire" on her
porthole, while the gray hull of the battle-
ship bore numerous white paint marks
from the liner.

Wireless Operator Whitehead of the
liner notified the naval torpedo station
here of the accident immediately. This
message was picked up by the other
battleships in the bay and preparations
were made to offer assistance. This,
however, was not needed, and an offer
from the New Hampshire was declined
by the Commonwealth with thanks.

The Commonwealth's bow was badly
stove in. The steamship struck the
battleship fair and square bow on. The
result was the tearing of a hole several
feet in length in the wooden work on
the starboard side; the guard rail was
torn away and the bow flag pole had
a list to starboard.

The more serious damage, however,
was in the steel hull. The bow fender
had a perceptible turn in it and down
close to the water line, and extending
some distance below the water the steel
plates were crumpled up and pushed
astern a few feet, the Commonwealth
riding upon the thick armor belt of the
battleship.

The Commonwealth, which had a pas-
senger list of 1,100 and a heavy cargo,
left the dock here at 4:15 for Fall River.
As the vessel passed the Naval Training
Station the New Hampshire loomed up
out of the fog.

The fog was so thick that the Fall
River liner was right on top of the battle-
ship almost before she was discerned
through the mist. The engines were
reversed, but before the paddlewheels
could get a purchase on the water to back
away the crash came. The Common-
wealth shook for an instant and then
backed away.

The collision and the accompanying
noise, however, aroused about every-
body; but there was little excitement
aboard. Some of the men and women
passengers came out of their state-rooms
in their nightclothes to learn the source
of the trouble, and they were told by
officers that there was no danger. Some
went back to bed while others remained
up to see what was going on.

An examination of the Commonwealth
showed that only one compartment below
the waterline had been opened. This was
the chain locker on the starboard
side and one of the mud hooks was pulled
away.

The damage was sufficient in the mind
of Capt. Appley not to risk continuing
on to Fall River with the passengers
and the steamer returned here.

The passengers, soon after the arrival here
for the second time, were sent to their
destination by train. Freight was also
transferred and the Commonwealth's
place on the line will be taken by the
Providence.

The stern of the New Hampshire is
badly torn and twisted.
The New Hampshire's stern was cut
above the protective deck; the Common-
wealth's stern passing through the after
compartment of gun and berth decks.

The captain's after cabin and the bowler
room beneath it were completely wrecked
and the starboard after armor plate was
driven in about three inches toward the
center of the ship.

In the after compartments the light
bulbs were crushed and torn from the
angle iron and the deck beams were
torn from the sides of the ship as far as
the after hatchway.

Shortly after the accident divers were
sent down to examine the hull and no
damage was found to the propeller shafts
or rudder. The steering gear was not
damaged.